

<p style="text-align: center;">Commission on Sustainability Transportation Group Meeting Report</p>
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Date: June 3rd, 2008

Subject: 1st Workgroup - Transportation

In Attendance:

Mark Brown - Baltimore City DOT
Jamie Harding – Baltimore City DOT
Sarah Zaleski – Office of Sustainability, Baltimore City Planning Dept.

Patrick McMahon - Sustainability Commission
Scot Spencer - Sustainability Commission
Caroline Fichtenberg - Baltimore Health Dept
Otis Rolley, III - Central Maryland Transportation Alliance
Ralph Moore - St. Frances Academy
Glenn Robinson - Baltimore Region Environmental Justice in Transportation Proj.
Babatunde Salaam - Kids on the Hill
Richard Chambers - One Less Car
Kirin Smith - Red Line corridor resident
Alek Pochowski - Kittelson & Associates, Inc.

Discussion:

Discussion centered on the planning process of the Sustainability Plan and ideas for the vision statement. Existing city plans and transportation data were also reviewed.

Topics addressed:

- Sustainability organization introduction - Sarah
 - Office of Sustainability headed by Beth Strommen in the Planning Department. Their task is to lead Sustainability Master Plan process and put together final plan.
 - Sustainability Commission is made up of 21 members whose task it is to implement sustainability policy for the city.
 - Environmental sub-cabinet consists of the agency heads to integrate sustainability policy with city operations.
- Task 1 is to draft a vision statement by June 24th. Rest of project timeline is as follows:
 - Goals – July 22
 - Indicators – Aug 26
 - Targets – September – legislation describes 3, 5 10 year targets, but these measures are flexible.
- Workgroup structure is comprehensive; however, if members feel an important person has been left out, please let Patrick know. Email sustainability@baltimorecity.gov with other comments/recommendations for the plan
- According to the Sierra Club, city operations typically make up about 10 percent of greenhouse gases. It is important to influence practices of private businesses, individuals, regional and state

governments. The Sustainability Plan will only be effective if city residents feel like they own the plan and have a role in implementing its policies.

- Transportation section of plan should not focus on specific transit alignment issues. General issues will be addressed such as how transportation can benefit job and day care access, recreation opportunities, etc. Also, it is unrealistic to think the plan will be able to solve all the problems in the city immediately. Keep in mind short, mid and long time frames as you're drafting goals.
- How do you define sustainability? Each of the plan's visions statements should fit into the overall definition of sustainability.
- Patrick described some existing city plans (Bike Master Plan, Baltimore Comprehensive Plan, Tree Plan, Traffic Management Plans) and mentioned that the Sustainability Plan will be supported by and compliment these existing documents
- Preliminary data collection shows Baltimore has the 4th highest car-less household percentage (35 percent) of major U.S. cities. More data will be collected and presented to show that Baltimore is working off a transit-friendly base and can have a world-class sustainable transportation system in the future.
- Abell Foundation (abell.org) did study on lack of car access for low income people. Accessibility should be stressed so auto ownership is not a necessity. The cost of car ownership is becoming a greater percentage of people's income with increasing fuel costs.
- Plan content discussion
 - Discussion revolved around whether to take an explicit anti-car stance in the vision statement, or use more nuanced, multi-modal language. It was generally agreed that the vision statement should focus on the movement of people/goods (rather than cars) and the economic benefits of improved transportation networks. Anti-car statements could come later in the goals section, not the vision statement.
 - **Draft vision statement: A diverse, accessible, efficient, integrated, safe, and environmentally-responsible transportation system that promotes ease of movement, access to opportunity, and public health.**
 - A proposed goal is better communication between the MTA and the city. Members mentioned that signal prioritization for Howard St. light rail was a 6 year process.
 - Funding should also be a focus of the transportation workgroup. Perhaps a regional transit agency should be recommended in the plan.
 - Tourism and conveyance of goods should be included in the transportation section of the plan. Shipping/dredging recommendations will have other environmental impacts which need to be studied.
- Public meeting June 17th discussion
 - Background data presentation
 - Planning process
 - Vision statement – send out draft copy to start discussions
 - Transportation improvements in the City of Baltimore
 - Identify problems – need to know what to fix before solutions are proposed
 - Otis mentioned that the planning process for the city's comprehensive plan was excellent. Sarah will look into pro bono services and the comprehensive plan contact list.

To Do:

- Scott to lead next meeting, Richard to co-chair
- Sustainability should be defined for the next meeting
- Draft sample goals and benchmarks for first public meeting

- Meeting will be held at: Neighborhood Design Center 1401 Hollins St, 21223 – 6pm to 7:30pm

Upcoming Events: